

SUMMARY OF  
The St. Louis Republic  
Saturday, December 16, 1905.

THE WEATHER.

Forecast for St. Louis and vicinity—Fair, with slowly rising temperature. Light to moderate winds, becoming variable.	10-20
For Missouri—Fair to-day and to-morrow.	11-20
Yesterday's conditions.	10-20
Weather: Partly cloudy in the forenoon, clear in the evening. Temperature: Maximum, 50; minimum, 34. Wind: Direction, northeast; maximum velocity, sixteen miles an hour at 2 p. m. Precipitation: None. Humidity: Maximum, 65 percent at 10 a. m. State of the river: 7.4 feet at 7 a. m.	10-20
Barometer: 30.1 at 7 a. m.; 30.0 at 10 a. m.; 29.9 at 1 p. m.; 29.8 at 4 p. m.; 29.7 at 7 p. m.; 29.6 at 10 p. m.	10-20
Forecast for Near-By Cities.	10-20
Washington, Dec. 15—Forecast: Fair and clear to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Chicago, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
St. Paul, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Omaha, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Des Moines, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Indianapolis, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Cincinnati, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Cleveland, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Pittsburgh, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Philadelphia, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
New York, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Boston, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
San Francisco, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Los Angeles, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Portland, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Seattle, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Albany, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Syracuse, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Buffalo, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Rochester, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Salt Lake City, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Denver, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Phoenix, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
San Diego, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20
Honolulu, Dec. 15—Forecast: Fair to-day and to-morrow. Wind: west to south. Temperature: 30-40.	10-20

HARRIMAN INFORMS COMMITTEE  
INSURANCE IS HIS SIDE LINE

"I want you to understand that I am too busy looking after the \$5,000 miles of railroads and the thirty-five or forty steamships for which I am responsible to pay much attention to the insurance business."



E. H. HARRIMAN.  
Railroad magnate who testified yesterday before the New York Insurance Investigating Committee.

NEW YORK STATE OFFICERS  
ALLIED WITH HARRIMAN IN  
HIS FIGHT AGAINST RYAN

Railroad Magnate on the Stand  
Makes a Clean Breast of His  
Struggle to Gain Con-  
trol of Equitable.

GUARDED HIS OWN INTERESTS.

Had Governor and Speaker  
Watch Legislature—Declares  
He Gave Odell His Polit-  
ical Influence in the  
State.

New York, Dec. 15.—Before the Legis-  
lative Insurance Investigating Committee  
today, E. H. Harriman, the railroad magnate,  
testified that he had been in the habit of  
watching the New York State Legislature  
for many years, and that he had given  
political influence to Governor Odell and  
Speaker Nathan C. Gould in order to  
secure the passage of legislation favorable  
to his interests in the Equitable Life  
Assurance Society.

HARRIMAN HAD DOUBTS.  
In substance, Mr. Harriman testified  
that when he first became interested in  
the Equitable Life Assurance Society, he  
was not sure of its financial soundness,  
and that he had been in the habit of  
watching the New York State Legislature  
for many years, and that he had given  
political influence to Governor Odell and  
Speaker Nathan C. Gould in order to  
secure the passage of legislation favorable  
to his interests in the Equitable Life  
Assurance Society.

Mr. Harriman declared to the committee  
that he did not consider Mr. Odell as  
being in the habit of watching the New  
York State Legislature for many years,  
and that he had given political influence  
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Gould in order to secure the passage of  
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DEAD MAN IN ROAD  
HAD BROKEN SKULL

Police Advance the Theory That  
He Was Victim of High-  
waymen

BODY NOT YET IDENTIFIED.

Memorandum Books on Person  
Bore Name of Charles A. Mil-  
ler, East St. Louis—Post-  
Office Box Numbers.

- DESCRIPTION OF BODY.
- Height, 5 feet and 1 inch.
- Weight, 175 pounds.
- Complexion, light.
- Hair, dark brown.
- Suit, black worsted.
- Overcoat, brown.
- Broken gold watch chain.
- Two memorandum books.
- Both bear names of Charles A. Miller, East St. Louis.
- Post-office boxes, East St. Louis.
- No. 10 and 14.

The dead body of an unidentified man  
was found yesterday afternoon on the  
west side of the conduit between Birch  
street and Morris avenue, within 100 feet  
of Harlem creek. His skull was dented  
in three places, evidently from some sort  
of blunt instrument.

The body was rigid, and the man had  
been dead for at least ten hours, according  
to the physician who examined the corpse.

There were three fractures of the skull.  
One was on the right side, another on the  
back of the head and the third on the top.  
Any one of them would have been suffi-  
cient to produce death, say the doctors.

On his person were found two memora-  
ndum books both of which bore the name  
of Charles A. Miller, East St. Louis. One  
of the books gave Post-Office box No. 10.  
The other gave the number No. 14.

The dead man was about 25 years old,  
5 feet 8 inches in height, 175 pounds in  
weight, light complexion, with dark-brown  
hair. The body was clothed in a black  
worsted suit and a brown overcoat. A  
black soft hat was on the ground beside  
the body.

About the spot where the body was  
found were many tracks and evidence of  
a struggle. Detectives from headquarters,  
together with patrolmen from the Sixth  
District, are investigating the case.

The body was discovered by Adam and  
Peter Eberhard of Carrie avenue and Hall  
street. They reported their finding to Pa-  
trolman Doyle of the Sixth District Police  
Station.

The face and head were masses of mud  
when the body was conveyed to the  
mortuary.

The police are working upon the theory  
that the man was a victim of footpads.  
Others think the memorandum books  
which were found on the body indicate that  
there was found on the body a comb and  
the top part of a watchman, which had  
evidently been forced apart, because of  
the broken links. Two fish lines and  
hooks were also in the pockets. There  
was no money.

The memorandum books bore the names  
of Charles A. Miller, East St. Louis. The  
clothing was disheveled and everything about  
the vicinity where the body was found, as  
well as the body and the clothing, bore  
evidence of a struggle.

JAMES HAZEN HYDE  
WILL LIVE IN PARIS?

Now That All Business Connections  
Are Severed He Will Move to  
French Capital.

REPUBLICAN SPECIAL.  
New York, Dec. 15.—With all business  
connections severed, James H. Hyde, who  
was called for him by the Insurance In-  
vestigating Committee, James H. Hyde, ac-  
cording to his friends, will sail for France  
on the Touraine on December 25 to make  
his home in Paris.

In his house, No. 9 East Forty-third street,  
stand boxes, crates and trunks, in which  
are packed the household goods, bed-room  
and art treasures. Hyde has remained, and  
there will go with him. The house itself  
is for sale, with that of his mother, ad-  
joining.

It has been generally believed since the  
insurance upheaval left Mr. Hyde outside  
the business brackets, that he would  
someday go to Paris for a prolonged  
stay, and that he would make his home  
there. He was not conjectured. He owns a  
beautiful home in the Avenue d'Albani,  
and there he will take up his resi-  
dence. He has been for years the principal  
patron as well as founder of the Alliance  
Francaise.

SPAGHNS ONCE AGAIN  
AT THE FOUR COURTS.

William and Arthur Spagh, the first un-  
der sentence of death for the killing of  
Sheriff Polk at Ironton, and the latter un-  
der indictment on a charge of murder in  
the same case, were returned to the Four  
Courts last night for re-arresting. The  
charges against them were returned by the  
grand jury of the Eastern District, and  
they were in charge of Sheriff Tom Jordan  
and two deputies. Mrs. Spagh, the mother,  
two daughters and a son, were also re-  
turned as charged with aiding and abet-  
ting.

Both of the brothers expressed them-  
selves as pleased at getting back to St.  
Louis. William Spagh, in the shadow of  
the gallows, declared that he would never  
hang.

"I do not mean that I will commit sui-  
cide, or anything like that," he said last  
night with a smile. "What I mean is that  
I'll get a new trial and that I will be  
acquitted. I was convicted on prejudice."

Arthur Spagh will be taken back to  
confinement for his trial. The com-  
mon man will remain in the city prison  
until the court decides in regard to the  
motion for a new trial.

Mrs. Spagh is under sentence of ten  
years for complicity in the crime.

DANGERS OF FREE-BRIDGE  
MOVEMENT ARE SET FORTH

Objections to the Ziebold Measure in the City Council Are Raised  
by F. N. Judson and Other Speakers, While Doctor William  
Taussig, Long a Student of Bridge Conditions, Writes a Let-  
ter Upon the Point, Showing Difficulties Which Would Arise  
at Once.

DISCUSSES PROVISIONS WHICH WILL BE COMPULSORY.

Objections to the Ziebold bill were raised in the City Council last night.  
F. N. Judson states no investing company would purchase bonds, if there  
was any question of illegality in the free-bridge ordinance.

Doctor William Taussig says a trained staff is necessary for any bridge, and  
that the city would have to supply such a body. Failing in this, accidents would  
result.

Terminals are already occupied and trains would have to use these tracks,  
which would necessitate tolls.

Purchase or condemnation of ground, he claims, will be a serious matter in  
St. Louis to-day, on account of business interests which may be interfered with.

Serious objections to the carefully word-  
ed arguments of the Ziebold bill advocates  
before the Ways and Means Committee  
of the Council, yesterday, were raised by  
Frederick N. Judson and other prominent  
speakers on the unit-vote feature of the  
proposed bill.

Doctor William Taussig, who for years  
has been elected an honorary officer of the  
Bridge Association, but who has no pecu-  
niary interest in the Terminal Association  
of the Bridge stock, wrote a lengthy  
letter to the Council, showing the difficulties  
in the way of free bridges.

The plain statement from Mr. Judson  
that no investing company would pur-  
chase the city's \$10,000,000 bonds if there  
was the slightest question of illegality in  
the bond ordinance created a stir in the  
camp of the Ziebold followers and former  
Attorney General Crow was rushed to the  
rescue.

An interesting exchange of legal opinion  
from the two lawyers followed, Mr. Jud-  
son explaining the gravity of the problem  
and the opinion of the Supreme Court on  
its interpretation in the Bethany case,  
where a bond issue was declared illegal  
because more than one proposition was  
voted at a time, and Mr. Crow maintain-  
ing that this decision is not pertinent and  
that the city's charter permits a vote on  
separate measures, as was held last  
spring.

The tilt came after voluminous address-  
es by members of the Joint Business  
Men's Free Bridge Committee, in which  
the same objections were raised to the  
amended Wells bill as on former occasions.

"Mass-meeting endorsements by business  
men will not convince Wall street that  
the proposed bond issue is free of legal  
doubt," said Mr. Judson. "Recognition  
cannot be made of such an issue of  
bonds, and it would be a poor coun-  
selor, in my opinion, who would declare  
the proposed move legal in the face of the  
Supreme Court's decision to the contrary."

"The court's opinion in the Bethany  
case, where the issue was the bond void,  
was based on the solid, general principle  
that a popular vote must be separately sub-  
mitted."

"I fall to see why the same does not  
apply to St. Louis. It was fortunate that  
the bonds were voted down last spring."

"THE WAYS AND MEANS COMMITTEE took  
the only course open to them in declaring  
for a separate vote. The city's charter is  
very liberal, but it is not superior to the  
State Constitution. If the Constitution  
does not provide for a unit vote on bond  
issues, will it not be the city to take  
such an initiative?"

"The committee followed the language  
of the statutes. They were unwilling to  
sacrifice the entire bond issue over a  
legal point. And, still, they are con-  
vinced. I was surprised. A proposition  
should not be submitted to the voters un-  
less free from legal doubt, and I main-  
tain that the Bethany case has raised a  
grave doubt in my mind as to the legality  
of this unit-vote feature."

General Crow insisted that city officials  
make a special visit to New York before  
the last bond-issue election, and were in-  
formed that a unit vote was legal.

Mr. Judson replied that the Supreme  
Court's decision came after the visit, and  
that it was not general Crow's not his  
opinion.

Addressing on the advantages of the  
Ziebold bill over the Wells measure were  
made by E. J. McPherson, Arthur H.  
Barrett, L. C. Irvine and Charles F. Ziebold,  
in which all of the objections against the  
original Wells measure were repeated  
and emphasized.

In the chamber was a crowd of fully 20  
persons, representing all branches of trade  
and industry. The thirteen members of the  
Council and many of the city officials  
were present. Much spirit and criticism  
was injected into the meeting, and each  
sally at the members of the Ways and  
Means Committee was greeted by applause  
from the crowd in the chamber.

None of the speakers were limited by  
Chairman Hitchcock, and none of them  
was interrupted, despite the severity of  
the language directed at the Council. The  
hearing started at 2:30 o'clock and lasted  
until President Forman called the Council  
to order.

Several documents from prominent en-  
gineers and architects identified with the  
Ziebold bill faction were placed in the  
hands of the Ways and Means Commit-  
tee. One of these papers from James E.  
Clark, No. 26 North Second street, urges  
the addition of the Wells "tunnel or tun-  
nels" after the ordaining clauses of the  
Wells bill.

Another communication was received  
from the Western Association, A. T. U.,  
in which the athletic club, comprising  
the association, indorse the action of the  
committee in making provisions for but-  
ter park systems.

In substance, the objections to the Wells  
measure presented by the Joint Business  
Men's Committee are:

1. The proposed measure provides for a combination  
railroad and steam bridge.

2. The proposed measure provides for a free bridge.

3. The proposed measure provides for a free bridge.

4. The proposed measure provides for a free bridge.

5. The proposed measure provides for a free bridge.

DEBATE INQUIRY IN  
STATE IS FOLLOWED  
BY FOURTEEN BILLS

Indictments Returned by Kan-  
sas City Federal Grand Jury  
Against Railways, Offi-  
cials and Packers.

EXPORT RATES ARE INVOLVED.

Burlington Charged With Giving  
Concessions for Beef Ship-  
ments to New York.

LEHIGH MADE THE COMPLAINT.

Alleged That Joint Rate Was  
Disregarded to Secure Busi-  
ness—Bonds Are Fixed at  
\$5,000 Each.

Kansas City, Mo., Dec. 15.—Fourteen in-  
dictments were returned by the Federal  
Grand Jury here to-day against common  
carriers, railway officials, shippers and  
freight agents, charging the giving of re-  
bates and conspiracy to gain rebates.

The indictments were as follows:  
George H. Crosby of Chicago, general  
traffic manager of the Chicago, Burlington  
and Quincy Railroad.

George L. Thomas of No. 239 Broadway,  
New York, a merchandise broker.

L. R. Targert of New York, Crosby's  
chief clerk.

The Chicago and Alton Railroad Com-  
pany, and John N. Falthorn and F. A.  
Wann, formerly vice president and gen-  
eral freight agent respectively, of the  
Lehigh Valley Railroad Company.

Swift & Co.  
The Armour Packing Company.  
The Chicago, Milwaukee and St. Paul  
Railroad Company.

Nelson Morris, Edwin Morris and Ira  
N. Morris, comprising the partnership of  
Nelson Morris & Co., freight  
broker.

LIKE CHICAGO INDICTMENTS.  
The charges against the Chicago and Al-  
ton and Messrs. Falthorn and Wann are  
identical with those made in the indict-  
ments returned by the Federal Grand Jury  
at Chicago on December 12.

The indictments against the packing  
companies charge that they entered into  
a contract with the Burlington Railway  
to accept concessions on shipments of  
their products from East St. Louis to  
New York for exportation.

The Grand Jury charges that the agree-  
ment thus entered into provided for a rate  
of 22 cents a hundred pounds on these  
products. This was in July, 1904. The  
agreement was to continue in force until  
January 1, 1905. The local rates applied  
on these shipments between Kansas City and  
St. Louis.

DISREGARD RATE ADVANCE.  
In August, 1904, the joint rate on pack-  
ing-house products was raised by the Joint  
Traffic Association to 25 cents between  
East St. Louis and New York.

The Burlington, nevertheless, it is de-  
clared, lived up to its 22-cent agreement  
with the packers in Kansas City, and un-  
der which agreement it practically carried  
all the packing-house products from this  
city except those of the Schwarzschild &  
Sulzberger Packing Company.

A JAMES H. VALLEY OBJECTED.  
The trouble came when the rate was  
divided pro rata between the Burlington  
and its connections, whose officers the  
Burlington is said not to have consulted.

When the money was apportioned among  
the roads east of the Missouri River, it  
was found that a bulk of 25 cents, and  
the connecting lines refused to stand for  
the 22-cent rate.

When the distribution was made there  
was not enough to pay the Lehigh Valley  
Railway, and its officers complained to  
the Interstate Commerce Commission.

The facts thus related are the same in  
all bills found by the Grand Jury against  
the packers and the Burlington.

HAS SEVERAL AGENCIES.  
Two indictments were returned against  
George L. Thomas of New York, who is  
alleged to have had a contract with the  
Burlington, by the terms of which he was  
to receive a certain percentage of the  
freight rates paid on shipments in ex-  
cess of a specified tonnage from New  
York to Kansas City, and vice versa.

The investigation made by the Grand  
Jury revealed the fact that Thomas had  
agencies in Kansas City, Omaha, Chi-  
cago, St. Louis, Milwaukee and in other  
cities.

BONDS ARE \$5,000.  
The specific charge against the Chicago,  
Milwaukee and St. Paul Railway is that  
of granting a rebate of 7 cents a hundred  
pounds to the Howard Mills Company of  
Whitella, Kan., on a shipment of flour from  
Kansas City to New York.

After the indictments had been formally  
handed to the court Judge Pollock an-  
nounced that the bonds in each case would  
be \$5,000. No warrants were issued for  
those indicted.

ARMOUR CLAIMS NO REBATE.  
WAS PAID TO HIS COMPANY.

Chicago, Dec. 15.—In an interview here  
yesterday regarding the indictments re-  
turned by the Federal Grand Jury at Kan-  
sas City, J. Ogden Armour, the head of  
the Armour Packing Company, said:

"I understand the charges relate en-  
tirely to shipments from Kansas City to Eu-  
rope. In such case the packers have paid  
the full rate established by the railroad  
upon such shipments. This rate was open  
to anybody making such shipments, and  
there was not any 'rebate, concession or  
discrimination' whatever to the shipper  
in respect of this transaction."

"It has long been a question between the  
Interstate Commerce Commission and the  
railroads whether the transportation of  
property from interior cities of the United  
States upon a through rate over railroads  
and ocean steamers to foreign countries is  
within the provisions of the interstate  
commerce act, or the jurisdiction of the  
Interstate Commerce Commission."